

SUPPLEMENTAL ESTIMATE OF APPROPRIATION FOR
THE NAVY DEPARTMENT

COMMUNICATION

FROM

THE PRESIDENT OF THE UNITED STATES

TRANSMITTING

A SUPPLEMENTAL ESTIMATE OF APPROPRIATION FOR THE NAVY
DEPARTMENT FOR THE FISCAL YEAR 1939

MARCH 4, 1939.—Referred to the Committee on Appropriations and ordered to be
printed

THE WHITE HOUSE,
Washington, March 4, 1939.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith for the consideration of Congress estimates of appropriations submitted by the Navy Department to pay claims for damages by collision or damages incident to the operations of vessels of the Navy, in the sum of \$3,187.36, which have been considered and adjusted under the provisions of the act of December 28, 1922 (U. S. C., title 34, sec. 599), and which require appropriations for their payment.

Respectfully,

FRANKLIN D. ROOSEVELT.

BUREAU OF THE BUDGET,
Washington, February 27, 1939.

The PRESIDENT,
The White House

SIR: I have the honor to submit herewith for your consideration estimates of appropriations submitted by the Navy Department to pay claims for damages by collision or damages incident to the operations of vessels of the Navy, which have been considered and adjusted

under the provisions of the act of December 28, 1922 (U. S. C., title 34, sec. 599), and which require appropriations for their payment, as follows:

Claim for damages by collision with naval vessels: To pay claims for damages adjusted and determined by the Secretary of the Navy under the provisions of the act entitled "An act to amend the act authorizing the Secretary of the Navy to settle claims for damages to private property arising from collisions with naval vessels," approved Dec. 28, 1922, as fully set forth in House Document No. —, Seventy-sixth Congress..... \$3,187.36

The letters of the Navy Department submitting these claims are transmitted herewith.

In accordance with the provisions of the act providing for this submission, I recommend that these estimates be transmitted to Congress.

Very respectfully,

D. W. BELL,
Acting Director of the Bureau of the Budget.

NAVY DEPARTMENT,
Washington, D. C., February 9, 1939.

The DIRECTOR, BUREAU OF THE BUDGET,
Treasury Department, Washington, D. C.

SIR: In compliance with the provisions of the act of December 28, 1922 (U. S. C., title 34, sec. 599), I have considered, ascertained, adjusted, and determined the following described claim accruing after April 6, 1917, on account of damages incident to the operation of vessels, for which a vessel of the Navy has been found to be responsible.

This claim has been examined by the Judge Advocate General of the Navy, who advises me that it is a legal claim for submission under said act. I certify the amount found due the claimant, as herein set forth, as a legal claim, and recommend that it be submitted to the Congress for payment out of an appropriation that may be made therefor.

New York Central Railroad Co., West Shore Terminal, Weehawken, N. J., for reimbursement for damages to the barge *Ashland* caused by U. S. Navy barge *YF-92*, in tow of the U. S. S. *Penobscot*, at Pier 25, North River, N. Y., on July 26, 1938. U. S. Navy barge *YF-92*, while being towed alongside by the U. S. S. *Penobscot* collided with the barge *Ashland*, which was moored to the south side of Pier 25, North River, N. Y. The forward corner of the barge *YF-92* hit the barge *Ashland* on the starboard side, on the top wearing piece about 15 feet from the after end causing damage which required the removal and renewal of oak top wearing piece, the releasing and re-securing of corner iron, together with necessary caulking in way of new wearing piece. U. S. Navy barge *YF-92* was responsible for this damage.

The amount claimed was \$65.47; the amount allowed is \$59.70.

Respectfully,

WILLIAM D. LEAHY,
Acting Secretary of the Navy.

NAVY DEPARTMENT,
Washington, D. C., February 20, 1939.
THE DIRECTOR, BUREAU OF THE BUDGET,
Treasury Department, Washington, D. C.

SIR: In compliance with the provisions of the act of December 28, 1922 (U. S. C., title 34, sec. 599), I have considered, ascertained, adjusted, and determined the following described claim accruing after April 6, 1917, on account of damages incident to the operation of vessels, for which a vessel of the Navy has been found to be responsible.

This claim has been examined by the Judge Advocate General of the Navy, who advises me that it is a legal claim for submission under said act. I certify the amount found due the claimant, as herein set forth, as a legal claim, and recommend that it be submitted to the Congress for payment out of an appropriation that may be made therefor.

Mississippi Shipping Co., Board of Trade Building, New Orleans, La., for reimbursement for damages to the S. S. *Delvalle* caused by the U. S. S. *Tillman*. The U. S. S. *Tillman* while under way at about 8:22 a. m. on August 27, 1938, making a portside to landing alongside the U. S. S. *Roper*, which was headed downstream and moored portside to the U. S. S. *Babbitt* at the foot of Canal Street, New Orleans, La., struck the S. S. *Delvalle*, then moored to the Poydras Street wharf, the port propeller guard of the *Tillman* striking the *Delvalle's* hull portside abreast No. 2 cargo hatch, damaging the latter by causing creases in the shell plating on the portside of No. 2 hold about 8 feet above the deck of the hold, loosening seams and causing other damages. The U. S. S. *Tillman* was responsible for the damages to the S. S. *Delvalle*.

The amount claimed was \$234.10; the amount allowed is \$234.10.

Respectfully,

J. O. RICHARDSON, *Acting.*

NAVY DEPARTMENT,
Washington, D. C., February 24, 1939.
THE DIRECTOR, BUREAU OF THE BUDGET,
Treasury Department, Washington, D. C.

SIR: In compliance with the provisions of the act of December 28, 1922 (U. S. Code, title 34, sec. 599), I have considered, ascertained, adjusted, and determined the following-described claim accruing after April 6, 1917, on account of damages incident to the operation of vessels, for which a vessel of the Navy has been found to be responsible.

This claim has been examined by the Judge Advocate General of the Navy, who advises me that it is a legal claim for submission under said act. I certify the amount found due the claimant, as herein set forth, as a legal claim, and recommend that it be submitted to the Congress for payment out of an appropriation that may be made therefor.

Runciman Shipping Co., Ltd., 56 Pilgrim Street, Newcastle Upon Tyne, 1, for reimbursement for damages to the *M. V. Northmoor* growing out of a collision between that vessel and the U. S. S. *Babbitt*, at Balboa, C. Z., on February 5, 1938. The U. S. S. *Babbitt* was properly secured starboard side to Pier 7, 15 feet astern of the *M. V. Northmoor*. At 5:45 p. m. orders were received from the Panama Canal Dispatcher, Balboa, to clear pier 7 and moor to pier 8, which is across the slip from pier 7, approximately 100 yards distant.

While in her berth at pier 7 and before the ship was ready to test her main engines the U. S. S. *Babbitt* surged ahead, carrying away all mooring lines. The officer of the deck, on observing the ship moving ahead, gave the signal for emergency full back on both telegraphs and endeavored to communicate with the engine room by voice tube for the purpose of completing this order. The engines did not respond to the signals from the bridge, and, realizing collision was imminent, the officer of the deck sounded collision quarters.

The U. S. S. *Babbitt* continued to forge ahead, and at 5:55 p. m. was in collision with the *M. V. Northmoor's* starboard quarter, about 30 feet from the stern. She continued forward for a distance of about 50 feet along the side of the *Northmoor* before coming to a stop with her bow approximately 100 feet ahead of her former position. This collision resulted in considerable damage to plates Nos. 2, 3, and 4 of the *M. V. Northmoor* and lesser damage throughout the remaining area on the starboard quarter which was traversed by the bow of the U. S. S. *Babbitt*.

It was deemed necessary to replace certain equipment of the *M. V. Northmoor*, which had been damaged in this collision, and to make temporary repairs in the vicinity of No. 4 plate before departure from Balboa, C. Z. Upon her arrival at Antwerp on or about May 13, 1938, the *Northmoor* was placed in drydock for the purpose of determining the full extent of the damages growing out of this collision and the repairs required in connection therewith. Final repairs of these damages were completed at Liverpool in November 1938. The U. S. S. *Babbitt* was responsible for the damages to the *M. V. Northmoor*.

The amount claimed was \$2,893.56; the amount allowed is \$2,893.56.

Respectfully,

J. O. RICHARDSON, *Acting*.

